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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/659,334	09/11/2003	Leonard M. Greene	2057/144	3786

22429 7590 07/14/2006

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EXAMINER

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ART UNIT

PAPER NUMBER

3644

DATE MAILED: 07/14/2006

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**BEFORE THE BOARD OF PATENT APPEALS
AND INTERFERENCES**

MAILED

JUL 14 2006

GROUP 3600

Application Number: 10/659,334
Filing Date: September 11, 2003
Appellant(s): GREENE, LEONARD M.

David E. Dougherty
For Appellant

Supplemental
EXAMINER'S ANSWER

This is in response to the appeal brief filed 11/4/05 appealing from the Office action
mailed 5/4/05.

(1) Real Party in Interest

A statement identifying by name the real party in interest is contained in the brief.

(2) Related Appeals and Interferences

The examiner is not aware of any related appeals, interferences, or judicial proceedings which will directly affect or be directly affected by or have a bearing on the Board's decision in the pending appeal.

(3) Status of Claims

The statement of the status of claims contained in the brief is correct.

(4) Status of Amendments After Final

No amendment after final has been filed.

(5) Summary of Claimed Subject Matter

The summary of claimed subject matter contained in the brief is correct.

(6) Grounds of Rejection to be Reviewed on Appeal

The appellant's statement of the grounds of rejection is correct.

(7) Claims Appendix

The copy of the appealed claims contained in the Appendix to the brief is correct.

(8) Evidence Relied Upon

4,619,110	Moore	10-1986
5,035,811	Grodin et al	7-1991
6,616,835	Jensen	9-2003
6,585,009	Matthews et al	7-2003
4,174,808	Latin	11-1979

(9) Grounds of Rejection

The following ground(s) of rejection are applicable to the appealed claims:

Claims 11-13 are rejected over Moore in view of Grondin, Jensen, Mathews et al, and Latin.

(10) Response to Argument

The Examiner respectfully disagrees with the applicant's arguments that Moore does not teach storing data in which the helicopter can start safely. First, the Examiner would like to point out that the applicant has used his specification to argue that Moore doesn't teach what he is claiming. The claims does not claim a "hot start". The claims must be read as broadly as possible. Now the critical matter in this appeal is the temperature of the engine at start up. Start up of an engine can be interpreted broadly. Start up can take one second to as long as one hour if the pilot/designer desire it so. Thus the term "start up" can be interpreted very broadly. The claims call for data storage means and means for inputting. Clearly Moore teaches these. Data storage means are memory storage devices and means for inputting clearly can be keyboards, which is clearly well known. Now, Moore clearly teaches a helicopter engine over-stress warning system in which there are sensors to detect the operating parameters of the helicopter engine. Once the condition is met, the controller sets off signals that the engine is over-stressed. Please note that Moore clearly teaches a "safe engine temperature profile" since if the engine is over-stressed, the engine is clearly operating outside of the safe engine temperature profile and hence it sends out a signal of dangerous condition. Furthermore, as for the "start up" of the engine, Moore's warning system can operate at "start up." Once the engine of Moore is turned

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on, his warning system would immediately go into affect. Hence, the warning can be used at "start up" or as soon as the engine is turned on.

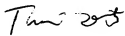
As for the arguments on Grondin, Jensen, Mathews et al, and Latin, these references were used to disclose various parts to allow coolant to be pumped into an aircraft to prevent engine malfunctions.

In conclusion, the applicant is using his disclosure to interpret his claims. Furthermore, the start up of the engines can be broadly interpreted as anytime that one skilled in the art feels it is "safe" to start up the engine.

For the above reasons, it is believed that the rejections should be sustained.

Respectfully submitted,

Tien Dinh



Conferees:

JWE JWE

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